

The Sunday School Lesson

By Ben Newsome

Lesson Sept. 10, Acts 21:17-40.

Paul had returned to Jerusalem in the face of the conviction that he was going headlong into trouble, but he had never hesitated as long as he felt that he was following the leadings of the Holy Spirit. Not only did he have the complete confidence in the power of the Lord to take care of him, but his loyalty to the Master was such that he could not conceive of any question of personal safety or convenience coming in between him and the call of duty. On his way to the Jewish capital a prophet had foretold that he would be bound in fetters, but the apostle's reply was that he was ready to be not only bound, but to die, for the name of the Lord. There was nothing foolhardy about Paul. He had several times allowed himself to be spirited away from the point of danger and never showed a disposition to put the power of divine protection needlessly to the test—in other words he was as discreet

and sensible in his conduct as we could expect an intelligent man to be—yet whenever the Spirit called for him to go somewhere or to do a certain thing, there was no hesitation or question. He seemed to think that when he was on the Lord's business he could depend on the Lord to take care of him, and even esteemed it an honor if he had to bear some unusual hardship for his sake. That is a good pattern for us. There is no extra piety in needlessly tempting fate just to show our courage or our devotion to a cause, but whatever the Lord commands us to do should be done promptly with a cheerful disregard of consequences to ourselves.

The second notable thing about the circumstances leading up to the arrest of Paul was the blind slavery to tradition rampant at Jerusalem even among the Christians. It is no reproach to their sincerity and fidelity to Christ to say that they seemed intent on grafting the Christian faith on Jewish legalism, instead of making a distinct separation. It was their idea yet that to be a good Christian a man must first be a conscientious observer of Mosaic institutions. In a way this was not a bad idea, that while they were Christians in belief, they still remained devout Jews in form. Christ had taught that it was meet that all law should be fulfilled, as he said when he submitted

to the baptism of John, for such baptism could have had no force except as an example of law obedience. So when Paul arrived at Jerusalem, the brethren were anxious he should show the people that he was just as devout a Jew as ever, in order to alleviate the distrust created by his connections with the Gentile world. To this end he consented to take the rites of purification, and in the conclusion of this ceremony he came face to face with some Jews from Asia who had heard and seen his wonderful works.

This was their opportunity for revenge, and they lost no time in arousing a mob that seized Paul and dragged him from the temple. Their accusation was that he was subverting the cherished principles of Judaism and the entirely gratuitous suggestion that he had profaned the temple by bringing an uncircumcised man within its sacred portals. The mob would have killed him but for the timely interference of the Roman authorities, and even then he was detained as a prisoner, and, although the chief allowed him to make a public address, he would have scourged him afterward but for Paul's declaration of his Roman citizenship, upon which he was released and stood for trial. This trial became so disorderly that he was again imprisoned as a measure of safety, and in the night the Lord appeared to him and gave him a commission to preach the gospel in Rome, whether he was afterward conducted in charge of a Roman guard. His testimony for the Lord shall be a witness for him unto all men of what thou hast seen and heard.

MAKE BIG PLANS FOR TEXAS MEET

"Old Time Cowmen's Reunion at Sweetwater to be Grand Affair."

Special to The World.

SWEETWATER, Texas, Sept. 2.—Great plans are being made for the old-time cowmen's reunion which is to be held September 4 to 6, which will be participated in by old-time cowmen from the entire southwest and south.

Letters are being received by the committee in charge of the affair, from cattlemen and former cattlemen from Oklahoma, New Mexico, Arizona and Texas, accepting the invitation and it is expected that the attendance will exceed that of any former occasion in the history of the cattlemen's association.

In addition to the "Old Time Cattlemen's Reunion" there will be practically a week of interesting events, featuring a meeting of the farmers on the opening day of the reunion. Honorable Clarence Guseley of the A. & M. college and C. F. Winer of the warehouse and marketing department of the same institution and other distinguished speakers will deliver addresses.

Protest Guard Shot.
BROWNSVILLE, Texas, Sept. 2.—Provost Sergeant Fred Lippert, First Illinois cavalry in charge of military police force, was accidentally shot in the mouth today. The shot was fired by another police officer, who was attempting to arrest a Mexican, 34-year-old, not seriously wounded.

Cole Dalton Escapes.
FREDERICK, Okla., Sept. 2.—Four county prisoners, including Cole Dalton, who claimed to be a son of one of the members of the famous Dalton gang, escaped from the city jail here early today by cutting the bars of their cell. Dalton was being held for forgery. The others were serving sentences for bootlegging.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

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